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1948

ANNUAL REPORT

PRESENTED TO THE

PORT HEALTH AUTHORITY

By

A. S. HEBBLETHWAITE, M.C., M.B., Ch.B., D.P.H.,

MEDICAL OFFICER OF HEALTH FOR THE PORT AND BOROUGH OF SUNDERLAND



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Sunderland Port Health Authority

COMMITTEE :

Alderman J. Cohen, J.P., Chairman.

The Right Worshipful the Mayor
(Alderman E. Johnston, J.P.)

Councillor Miss E. E. Blacklock, Vice-Chairman.

Alderman	W. P. Chalk.	Councillor	G. Potts.
„	J. Hoy, B.E.M., J.P.	„	P. F. Smith.
„	M. Walton.	„	P. Spiers.
„	F. Wilson, O.B.E., J.P.	„	J. A. Thirkell.
Councillor	C. F. Barrow.	„	J. Tweddle.
„	Mrs. M. E. Burlinson.	„	A. Watson.
„	W. E. Cockburn.	„	R. T. Weston.
„	Mrs. K. Cohen.	„	H. Wilkinson.
„	G. English.	„	J. W. P. Wilkinson.
„	J. N. Lisle.	„	J. Young, J.P.
„	W. Miller.		

CO-OPTED MEMBERS :—

Councillor	J. W. Foster.
„	Miss L. Hill.
„	Mrs. J. Huggins, J.P.
„	Dr. D. R. Cramb.
„	Dr. A. J. Gilbertson.

OFFICERS :

Clerk to the Authority :

G. S. McIntire, O.B.E., B.A., LL.B., Town Hall, Sunderland.

Medical Officer of Health :

A. S. Hebblethwaite, M.C., M.B., Ch.B., D.P.H.

Deputy Port Medical Officer of Health :

W. H. Suffield, L.R.C.P., L.R.C.S. (L.R.F.P. & S.), L.D.S., R.C.S.

Chief Port Sanitary Inspector :

C. C. Pickering, Cert., R.S.I., Cert. Meat and Other Food Inspector.

Assistant Inspector :

Post Vacant.

Official Rat Catcher :

C. T. Cawthorne.

Clerk :

C. R. Hicks.

Meetings :—Monthly, on Wednesday in the second week preceding that in which the Council meets,
3-00 p.m.

Offices of Port Medical Officer of Health and Port Health Inspector : Corporation Quay, Sunderland.
Office Telephone No. : Sunderland 56178.

Sunderland Port Health Authority

ANNUAL REPORT OF THE **Medical Officer of Health** FOR THE **Year ended December 31st 1948**

To the Mayor, Aldermen and Councillors of the County Borough of Sunderland acting as the Port Health Authority of the Port of Sunderland.

I hereby submit my Report of work performed in the Port during the year ended 31st December, 1948, which includes :—

1. The prevention of the importation of infectious disease.
2. The prevention of the importation of rat plague.
3. The carrying out of the terms of the International Sanitary Convention, 1926, particularly in regard to the granting of Deratisation and Deratisation Exemption Certificates.
4. The supervision of the hygiene of crew and passenger accommodation in ships.
5. The inspection of imported food.
6. Various other duties such as smoke abatement and the supervision of the general sanitary condition of the Port Health district.

Figures taken from the River Wear Commissioner's "Return of Trade" of the Port 1948, shows a decrease upon 1947 of 4 vessels, and an increase of 131,189 register tons. The decrease of coasting trade is 102,316 register tons. The increase of European trade is 220,707 register tons. The increase of beyond-European trade is 12,798 register tons. The exports of coal and coke for 1948 show an increase of 298,824 tons, as compared with 1947, while there are also increases in the export of Machinery, Grain and Sundries. Imports show an increase in the following commodities :—Iron Ore, Grain, Esparto Grass and Wood Pulp.

Changes which occurred in the Port Health Staff during the year were as follows :—

Resignation of Assistant Port Health Inspector, T. J. Richards, February, 1948.

Boarding of Vessels from Foreign.

During the year under review, 124 vessels arriving from foreign were met immediately on arrival by Officers of the Port Health Authority.

Instructions contained in telegrams received from the Ministry of Health, Whitehall, London, were received in September, and December, 1947, and copies were immediately given, under confidential cover, to H.M. Customs (Waterguard), River Wear Pilotage Authority and Dock and Harbour Superintendent, River Wear Commissioners. Acting upon these instructions, medical examination of all persons on board was carried out on vessels arriving from North Africa and Egyptian ports, the Levant and Suez Canal area. Vessels arriving from Norway, Denmark, and the nearer Continental ports were visited as soon as practicable during the normal working hours.

Although scheduled to arrive from ports to which the above messages did not obviously refer, it was considered advisable to meet on arrival those vessels which may have called or have had reason to be in the areas enumerated by these telegrams, and instances did occur when this had actually happened.

As was the practice last year, all Masters of vessels arriving from foreign were requested to render a Declaration of Health, H.M. Customs have co-operated, and the refusal of any Master to render this Declaration would immediately be notified to the Officers of the Port Health Authority, who would then visit the vessel as early as possible. No refusals were reported.

288 Declarations of Health were rendered during the year. Of these, 210 were rendered under "Article 13 " of the Port Health Regulations, 1933.

76 vessels arrived and were boarded outside of normal working hours.

Duties outside of Normal Working Hours for the year ending 31st December, 1948.

	Outside of Normal working hrs. Week-days.	Saturday p.m. and Sunday.	Public Holidays.	Totals.
Port Medical Officer of Health				
Meeting of vessels on arrival	54 hrs.	15½ hrs.	18 hrs.	
Sickness	4 hrs.	Nil.	Nil.	91½ hrs.
Dept. Port Medical Officer of Health.				
Meeting of vessels on arrival	23½ hrs.	16½ hrs.	3½ hrs.	
Sickness	3 hrs.	7 hrs.	Nil.	53½ hrs.
Chief Port Health Inspector.				
Meeting of vessels on arrival	80 hrs.	57½ hrs.	14 hrs.	
Sickness	16½ hrs.	Nil.	Nil.	
Inspection of Foodstuffs....	Nil.	Nil.	4 hrs.	
Fumigations	22½ hrs.	58 hrs.	Nil.	252½ hrs.
Asst. Port Health Inspector.				
Meeting of vessels on arrival	Nil.	Nil.	3½ hrs.	
Sickness	Nil.	Nil.	Nil.	
Inspection of Foodstuffs....	Nil.	Nil.	Nil.	
Fumigations	Nil.	Nil.	Nil.	3½ hrs.
Clerk.				
Meeting of vessels on arrival	28 hrs.	20½ hrs.	3½ hrs.	
Sickness	6 hrs.	Nil.	Nil.	
Fumigations	Nil.	11 hrs.	2 hrs.	
Office Duties	16 hrs.	7½ hrs.	Nil.	94½ hrs.
Rat Catcher.				
Meeting of vessels on arrival	15 hrs.	1 hr.	1½ hrs.	
Sickness	2½ hrs.	Nil.	Nil.	
Fumigations	22½ hrs.	43 hrs.	Nil.	85½ hrs.

Aliens Order, 1920.

During the year under review at the time of inspection, the presence of 302 "passengers" on board of vessels arriving or leaving the port was noted.

Some of these persons were definitely scheduled as passengers due to disembark in the Port, while others were "signed on" in various capacities as supernumeraries and intended to leave the vessel while they journeyed to other parts of the U.K.

Some of these "passengers" actually sailed with the vessel when discharge or loading was completed, and in many instances these persons were members of the family of Owner, Master, or Officers employed aboard.

As I was requested to examine many of these persons who intended leaving the vessel and reside in this country for various periods of time, and the local shipping agents were anxious to have their entry facilitated, it was agreed, after consultation with the principal agents, that this Authority should apply to the Home Office for the Port of Sunderland to be added to the list of Approved Ports for the admission of Aliens.

Application was made during the latter part of the year and a reply received from H.M. Chief Inspector of the Immigration Branch of the Home Office indicated that whilst it had been decided to station an Immigration Officer at Sunderland for full-time duties, it was not proposed to add Sunderland to the list of approved Ports, and that, therefore, no question arose as to the appointment of Medical Inspectors for the purpose of the above Order.

The question of the medical inspection of Aliens by your Port Medical Officer of Health was referred to the Secretary of the National Association of Port Health Authorities, who expressed the opinion, which was later confirmed by the Minister of Health, that the Port Medical Officer of Health, Sunderland, was under no obligation to examine Aliens arriving at the Port, (except in his capacity of Port Medical Officer of Health, those suspected to be suffering from Infectious Disease) nor was he permitted to sign Certificates relating to the disposal of Aliens on medical grounds; the Minister added that he should inform any Immigration Officer who might request him to examine an Alien that the Alien should be referred to the Medical Inspector at the nearest Approved Port.

Water Boats.

The water boats carrying supplies of fresh water to vessels in the Docks and River have been regularly inspected and found to be maintained in good sanitary condition.

Work under Articles 19-21 (Deratisation of Ships).

This has resulted in the issue of 17 Deratisation and 90 "Exemption" Certificates, a total of 107 Certificates compared with 92 Certificates issued last year.

Financial payments to the Borough Treasurer as a result of work carried out in connection with examination of vessels, for the purpose of issuing these Certificates totalled £214 4s. 0d.

Deratisation "Exemption" Certificates issued to new vessels built in the port totalled 34.

In some instances, suggestions by the Officers of the Port Health Authority staff for the provision of rat-proofing to various compartments of the vessels were readily carried out by the builders, to whom thanks are due for this measure of co-operation.

Certificates were issued to the owners or agents of vessels of the following nationalities:—Argentina 3, Belgium 1, China 1, Denmark 3, Finland 1, France 1, Germany 1, Greece 1, Holland 15, Norway 5, Portugal 1 and Sweden 5.

OTHER DUTIES OF THE PORT MEDICAL OFFICERS.

The International Quarantine Directory gives the following passage regarding the duties of a Port Medical Officer :—

Seaham Urban District Council.

In May, 1948, a request was received from Messrs. Amundsen and Smith, Shipbrokers, Seaham, for the issue by Officers of this Authority of a Deratisation " Exemption " Certificate in respect of a vessel lying at Seaham Harbour.

Previous applications for such facilities have been received from this firm and have been refused, however, on this occasion Mr. F. A. Alderson, Clerk to the Seaham Urban District Council, was communicated with by telephone, and after consultation, he agreed to issue written permission for the Officers of this Authority to proceed to Seaham, inspect the vessel and arrange for the issue of the appropriate certificate.

In June, 1948, a letter was received from the Honorary Secretary of the Sunderland District Association of Chartered Shipbrokers, requesting this Authority to endeavour to enter into some agreement with the Seaham Urban District Council for the issuing by Officers of the Sunderland Port Health Authority of Deratisation or " Exemption " Certificates in respect of vessels lying at Seaham Harbour, where the Owners or Masters wished to conform to the appropriate Regulations.

A further request for the issue of a Deratisation " Exemption " Certificate was received from Messrs. Amundsen and Smith in July, 1948, and the procedure enumerated above was adopted.

In October, 1948, a request was again received from these Agents for Officers to attend the fumigation by H.C.N. (Cyanide) of a vessel lying at Seaham Harbour and the issuing of a Deratisation Certificate.

Mr. F. A. Alderson was most helpful, and issued the necessary written permission.

The vessel was fumigated and as a result seven dead rats were recovered.

The Ministry of Health was informed of the procedure adopted with reference to the visits to Seaham Harbour of Officers from Sunderland, and it is their advice that the two Authorities should endeavour to enter into a formal agreement upon this subject.

I believe that this agreement is to be studied by the Seaham Urban District Council, and this Authority in the near future, and I am hopeful that the matter will be amicably settled to the entire satisfaction and benefit of all concerned.

Foreign Fishing Vessels.

A number of Danish and Swedish fishing vessels were licensed to land fish in this port during the year. Complaints were again received from H.M. Customs and Excise (Waterguard) that these vessels did not, upon arrival by day, display the " Q " flag, or display the red and white lights at night, as provided for in the Port Health Regulations, 1933 and 1945.

It was realized that difficulty would be experienced in prosecuting anyone illegally boarding these vessels while no signals were displayed signifying that they had arrived from foreign ; and, as previously reported, representations have been made to the Vice-Consuls of Denmark and Sweden, and copies of the appropriate Article of the regulations forwarded to them. The offices of the Authority were visited during 1947 by Mr. H. Barlind, B.Sc. (Economics), Assistant to the Agricultural Counsellor of the Swedish Legation, London and Mr. S. C. Wright, Swedish Vice-Consul, Sunderland, with reference to the reported infringement of the Regulations by the Swedish fishing vessels entering the port.

Mr. Barlind undertook to report to the Swedish Legation, and stated that arrangements would be made to have the vessels equipped with the necessary signals, there is as yet no indication that this has been done.

Removal of Refuse.

The removal of refuse from vessels in the port is still proving a difficult problem. During past years it has been possible to arrange for the refuse to be covered over with ashes and allow it to remain on deck during the vessel's stay in port. There is now an increase in the number of motor vessels using the port, during 1948 the total number of such vessels was 456, and difficulty is experienced on this type of vessel, inasmuch as having in many instances no boiler fires, there are, of course, no ashes, and the refuse must of necessity lie about the decks.

There is an arrangement whereby a private individual does collect some of the refuse for animal feeding purposes, but empty food tins and cartons are allowed to remain on deck and during warm weather considerable annoyance from the smell arising from such containers is caused to those persons living aboard. Unflattering and caustic comments are often made by ship officers with regard to the lack of facilities for refuse removal from vessels lying in British ports as compared to what now prevails in what were, until a few years ago, considered unhygienic foreign ports. The solution of this problem appears to be in the River Wear Commissioners or the Corporation of Sunderland accepting full responsibility for the periodical removal of refuse from vessels in the port, or it may also be suggested that a scheme for the collection and disposal of such refuse be put into operation by the Port Health Authority and a charge levied upon the owners of any vessel from which refuse is removed.

Hygiene of Ships.

"So far as the Mercantile Marine is concerned, one of the most important duties imposed on Port Health Authorities is that of dealing with conditions on board ship adversely affecting the health of the crews, and with insanitary conditions on ships.

In certain directions when dealing with nuisances on board ship, where structural alterations would be required for the abatement of the nuisance, the powers of the Port Health Officers are concurrent with those of the Surveyors appointed by the Board of Trade."

During the year under review the number of vessels reported as having defects or nuisances on board was 106, of this total 90 were British and 16 Foreign owned.

This is to be compared with the total figures of 170 during 1947, but, it must be borne in mind that during eleven months of the year only one Inspector was employed when the vacancy caused by the resignation of the Assistant Port Health Inspector was not filled.

The number of revisits made to vessels on which nuisances or defects were reported in order to ensure that the work necessary for the repair or renewal of defective parts or the abatement of the nuisances is actually carried out is considerable and involves a lot of time being spent on these duties by the Inspectors, it was, therefore, thought advisable to concentrate on a smaller number of vessels and ensure that as far as possible the work was carried out.

Consideration should be given to the fact that Sunderland is a ship-repairing port, and that in many instances crews are paying off shortly after arrival. Aboard some of these vessels untidiness is the chief complaint, but others are definitely found to be dirty.

The lack of soap is stated by most ship officers to be a large contributory factor in these cases, and while enquiries elicit the fact that the soap allowed on board at this port is by no means a generous allowance neither can it be regarded as insufficient.

The lack of soap is most apparent in the engineering department, and a plea for a more generous allowance to this section of the personnel aboard should be received sympathetically.

The fact that many of the vessels entering the port are of the "coaster" or "collier" type should also be taken into consideration.

In this type of vessel it is almost impossible to paint the accommodation owing to the amount of coal or other dust liberated during loading or discharging and painting of such accommodation is usually only insisted upon by the Inspectors when the vessel arrives for periodical dry-docking.

The relations existing between the officers of the Ministry of Transport and the officers of this Authority have always been cordial, and during the year it was necessary to report to the Ministry of Transport Surveyors the existence of defects aboard of only one vessel.

Infested Grain.

On the 25th November, 1948, I was requested to examine some bulk grain in one of the granaries. Complaints had been received from the Dockers employed at the Granary to the effect that the grain which had arrived some time previously from the Argentine was heavily infested with insects, and that a claim for extra payment for handling this grain was to be made by their Union to the River Wear Commissioners.

I examined the grain and found it to be heavily infested with weevils.

Specimens of these insects were dispatched to the Officials of the British Museum for positive identification.

Officials of the Museum telephoned the Port Health Office on Saturday, 27th November, stating that the insects were "Calandra-granaria,"—"they did not bite human beings and were not harmful to man."

Mr. A. W. McKennie-Hughes, of the Museum, offered to visit the port personally if it were deemed necessary, and I take this opportunity of expressing my appreciation of his kind offices.

Co-operation with Ministry of Agriculture and Fisheries.

Under arrangements made between the above Ministry and this Authority, the officers of this Authority have on various occasions supervised the fumigation of vessels with H.C.N., where such fumigations have been carried out to comply with the requirements of the Ministry of Agriculture and Fisheries (Infestation Division).

Opportunity is taken of the fact that a new Deratisation Certificate is being issued at this port, and that it is intended to carry out deratisation measures, in these circumstances the officers of the Ministry arrange for a concentration of Cyanide to be used which will eliminate all insect life present in the vessel.

Instructions are also issued for the sweeping of bulkheads and re-stowage of any dunnage prior to fumigation, and your officers actively insist in seeing that these requirements are complied with before fumigation commences.

Officers of the Infestation Division have stated that they are grateful for the co-operation extended to them by this Authority, whose staff are always willing to assist whenever necessary.

V.D. Clinic.

The facilities provided in the new office premises for the investigation of seamen suffering from V.D. are proving valuable, and many cases have been seen within the precincts of the Dock area.

Port Welfare Committee.

Port or Regional Welfare Committees, under the direct supervision of the "Merchant Navy Welfare Board," are provided for in the reconstitution of the Port Welfare Committees.

The "Merchant Navy Welfare Board" is established in London, and consists of twenty-eight members: eight representatives from the Shipowners, eight representatives from the Seafarers' Unions and Associations, eight representatives from the Voluntary Societies concerned with seafarers and four representatives from the appropriate Government Department or Departments.

These latter are: Ministry of Labour and National Service, Ministry of Transport, Ministry of National Insurance, and Colonial Office.

A representative from the Port Health Authority has been elected as a member of the Local Port Welfare Committee, this will do much to forward the co-operation which has been extended to this Authority, by the other departments whose representatives are also members of this Committee.

Launch Facilities.

The Sunderland Port Health Authority do not possess any launch ; arrangements, however, have been made with the concurrence of the River Wear Watch Commissioners and the Chief Constable, Mr. G. H. Cook, for the launch of the River Wear Police to be placed at the disposal, in certain circumstances, of the Officers of the Port Health Authority. These arrangements include the conveyance of the Port Health Authority Officers to vessels lying at the buoys in the river, when such vessels have arrived from an infected or suspected port or area. The removal of any cases of sickness, including Infectious Disease, from any vessel lying at the river buoys, to a suitable landing place on shore where an ambulance could be waiting. Where a case of Infectious Disease is landed by launch, the launch would be disinfected as soon afterwards as possible.

It must be borne in mind that these arrangements are subject to the exigencies of the River Police Service, and that at some time the launch may not be available, being engaged on police duties.

Until such time as a launch is provided for the exclusive use of the Port Health Authority, the arrangements enumerated above will have to serve.

N/V " St. Essylt."

An invitation to visit the above-named vessel was extended by the Builders, Messrs. J. L. Thompson and Sons Ltd., Sunderland, to the members of the Sunderland Port Health Authority Committee.

On Saturday, 12th June, 1948, members of the Committee were met by Mr. J. Mudd, one of the Managers of the firm, and escorted over the vessel, a visit which proved most interesting to all and one which enabled the members to appreciate the complex factors which enter into the construction of a vessel of this type, a vessel which it is intended shall be an advertisement of British craftsmanship in all parts of the world. The thanks of the members was suitably conveyed to Messrs. J. L. Thompson and Sons Ltd.

Co-operation.

I wish to record my thanks for the valuable assistance given by H.M. Collector of Customs and his staff, the Officers of the River Wear Commissioners, H.M. Coastguard, River Wear Pilotage Authority, River Wear Police, and Shipping Agents, who have so willingly co-operated with the Port Health Authority.

Port Health Authority Offices,
Corporation Quay, Sunderland.
June, 1949.

A. S. HEBBLETHWAITE,
Port Medical Officer of Health.

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During the year 1948, the total number of vessels cleared from the port was 2,159, a decrease of 4 vessels on that of the preceding year.

Those engaged in the Coasting Trade numbered 1,699, and in the European Trade 414, while 46 were trading beyond Europe.

The register tonnage of the vessels amounted to 1,581,981 register tons, compared with 1,450,792 register tons in 1947, an increase of 131,189 registered tons.

	1948		1947		1948	1947	1948
	Vessels	Reg. Tons	Vessels	Reg. Tons	Per cent. of aggregate Tonnage	Average Tonnage of Vessels	
Coasting Trade	1,699	1,067,067	1,938	1,169,383	67.5	80.6	628
European	414	375,639	184	154,932	23.7	10.7	907
Beyond Europe	46	139,275	41	126,477	8.8	8.7	3,028
Total Trade	2,159	1,581,981	2,163	1,450,792	100.0	100.0	733

The particulars of these ships, as regards tonnage, are seen in the following table :—

								1948	1947	Increase	Decrease
								No. of Vessels			
Under 150 Tons Net Register	....	....	....	....	....	....	....	356	414	—	58
150 and under 250	....	....	....	....	....	....	....	241	256	—	15
250 „ „ 350	....	....	....	....	....	....	....	173	144	29	—
350 „ „ 500	....	....	....	....	....	....	....	292	319	—	27
500 „ „ 750	....	....	....	....	....	....	....	235	285	—	50
750 „ „ 1,000	....	....	....	....	....	....	....	277	287	—	10
1,000 „ „ 2,000	....	....	....	....	....	....	....	505	402	103	—
2,000 „ „ 3,000	....	....	....	....	....	....	....	32	20	12	—
3,000 „ „ 4,000	....	....	....	....	....	....	....	26	19	7	—
4,000 „ „ 5,000	....	....	....	....	....	....	....	16	13	3	—
5,000 and upwards	....	....	....	....	....	....	....	6	4	2	—
Total	....	....	....	....	....	....	....	2,159	2,163	156	160

The above table shows, in comparison with 1947, a decrease of 58 vessels under 150 tons ; a decrease of 15 vessels 150–250 tons ; an increase of 29 vessels 250–350 tons ; a decrease of 27 vessels 350–500 tons ; a decrease of 50 vessels 500–750 tons ; a decrease of 10 vessels 750–1,000 tons ; an increase of 103 vessels 1,000–2,000 tons ; an increase of 12 vessels 2,000–3,000 tons ; an increase of 7 vessels 3,000–4,000 tons ; an increase of 3 vessels 4,000–5,000 tons ; an increase of 2 vessels 5,000 tons and upwards.

(Taken from River Wear Commissioners' "Return of the Trade of the Port of Sunderland for the year ending 31st December, 1948," by courtesy of Mr. A. H. J. Bown, General Manager and Clerk.)

(c). Foreign Ports from which Vessels arrive.—continued.

Sweden	....	....	....	....	....	Gruvon, Malmo, Harnas, Stockholm, Torefors, Tore, Lulea, Gothenborg, Halmstad, Oxelosund, Karlsborg, Hudiksvall, Vorgsund, Oskarshamn, Karlshamn, Helsingborg, Otterbacken, Bohus, Bjorko, Vesteras, Kristinehamn, Norrsundet, Norrkoping.
Tanganyika	....	....	....	....	....	Dar-es-Salaam.
Tunisia	....	....	....	....	....	Sfax, La-Goulette, Tunis, Bizerta.
Turkey	....	....	....	....	....	Istanbul.
U.S.A.	....	....	....	....	....	New York.
U.S.S.R.	....	....	....	....	....	Nicolaieff, Odessa, Novorossisk, Archangel.
Union of South Africa	....	....	....	....	....	Durban, Freetown, Capetown.
Venezuela (Dutch)	....	....	....	....	....	Curacao.
West Indies	....	....	....	....	....	Trinidad, St. Vincent.
Yugo-Slavia	....	....	....	....	....	Rejeka.

III. WATER SUPPLY.

(1). Source of supply for (a) **The Port.**

The water for the port is supplied by the Sunderland and South Shields Water Company. The water is derived from deep wells sunk in the magnesium limestone rock and from the Burnhope Reservoir catchment area, approximately 45 miles to the West in the Durham hills.

(b). **Shipping.**

The water supplied to shipping is principally derived from deep wells and boreholes in the magnesium limestone.

(2). **Hydrants and hosepipes : What precautions are taken against contamination.**

Most of the hydrant chambers are in very good condition, those on the Corporation Quay have been fitted with drain holes which allows any surface water which may find its way into the chambers to be immediately drained off into the river. When the hydrants are not in use, wood plugs are inserted or brass screw-caps placed in position.

The hosepipes are carried about in a barrow kept for that purpose, and the ends are covered by small canvas covers attached to the hoses by means of lanyards. Vessels lying at the quays and wharves are supplied direct from the hydrants.

(3). **Number of water boats and their sanitary condition.**

Those vessels which are moored at buoys in the river and docks are supplied from the water boats which are two in number. These have been regularly inspected and found to be kept in a cleanly condition. One of the above-mentioned water boats serving the docks is built of wood, and carries the water in specially constructed wooden tanks so arranged as to leave a space varying from 6 to 10 inches between the shell of the vessel and the tank, thus preventing contamination by bilge water or from other sources. The remaining boat, which serves the river area, is of a modern type, constructed of steel, and carries the water on the skin (i.e., the hull being the tank). This method of carrying water is more open to risk of contamination from outside sources than in the case of the wooden vessel, as, should any damage be done to the shell plating, the water in the boat would be contaminated by river water and sewage ; this would be especially dangerous in the case of leaky rivets, contamination from which would probably take some time to discover. The rubber boots worn by the men whilst cleansing the interior of the boats serve a useful purpose in preventing unnecessary contamination of the water.

Samples taken from the water-boats in March, 1948, were in accordance with the usual practice, submitted for examination to the Bacteriologist, Dr. J. T. Wilson, M.D., B.Sc., Royal Infirmary, Sunderland, and in each case the result was Class I.

Samples taken since June, 1948, have, in accordance with instructions, been forwarded to the Public Health Service (directed by the Medical Research Council for the Ministry of Health), Government Buildings, Ponteland Road, Newcastle-upon-Tyne, 5.

The results of these examinations are summarised in the following table:—

1948.

Source.	Plate Count. (a) At 37°C. (2 days' incubation).	Plate Count. (b) At 20-22°C. (3 days' incubation).	Presumptive Coli- form Count; Probable number of Coliform Bacilli present.
Water Boat, " Gracie Ross " 2/6/48.	1 colonies per ml.	170 colonies per ml.	0. per 100 ml. of water.
Water Boat " Olive Branch," 2/6/48	1 colonies per ml.	350 colonies per ml.	2. per 100 ml. of water.
Water Boat " Olive Branch," 21/10/48....	3 colonies per ml.	30 colonies per ml.	0. per 100 ml. of water.
Water Boat " Gracie Ross," 21/10/48....	28 colonies per ml.	145 colonies per ml.	1. per 100 ml. of water.
Water Boat " Olive Branch," 2/12/48	2 colonies per ml.	10 colonies per ml.	0. per 100 ml. of water.
Water Boat " Gracie Ross," 2/12/48	1 colonies per ml.	15 colonies per ml.	0. per 100 ml. of water.

All samples of water from water-boats were returned as " Bacteriologically this is a satisfactory sample of water."

IV. PORT HEALTH REGULATIONS, 1933 & 1945.

(1). Arrangements for dealing with Declaration of Health.

Before pratique is granted, the Master of a foreign-going vessel arriving from a foreign port must ascertain the state of health of all persons on board and sign a " Declaration of Health " in the prescribed form. When completed the Declaration is handed to the Customs Officer or Officer of the Port Health Authority, whoever is the first to board the vessel. Officers of the Port Health Authority when boarding vessels from foreign before the Customs, give an " All Clear " Certificate, which is delivered to the Customs Officer who subsequently boards the vessel.

Arrangements have been made whereby signed Declarations of Health which have been tendered to Customs Officers, are collected as soon as possible from the Waterguard Offices by the Port Health Inspectors who check them when visiting the respective ships.

Declaration of Health forms are issued to Masters by Customs and Port Health Officers, also at the Custom House when outward bound vessels are clearing for foreign.

The number of Declarations of Health rendered to the Port Health Authority during 1948 was 288, compared with 239 for the preceding year, none of which reported infectious disease on board on arrival. It should, however, be borne in mind that 78 Declarations of Health were rendered upon request from Masters of vessels trading between the Elbe and Brest who normally would not have rendered such a Declaration.

(2). **Boarding of Vessels on arrival.**

During the year under review, 127 vessels arriving from foreign were met immediately on arrival by Officers of the Port Health Authority.

Acting upon instructions contained in telegrams received from the Ministry of Health, Whitehall, London, medical examination of all persons on board, was carried out on vessels arriving from North Africa, and Egyptian ports, Levant, and Suez Canal area.

Although scheduled to arrive from ports to which the above messages did not obviously refer, it was considered advisable to meet on arrival those vessels which may have called at, or have had reason to be in these areas, and instances did occur when this actually happened.

Vessels arriving from Norway, Denmark, and the nearer Continental ports, were visited as soon as practicable during the normal working hours.

As was the practice last year, all Masters of vessels arriving from foreign were requested to render a Declaration of Health. H.M. Customs have co-operated, and the refusal of any Master to render this Declaration, would immediately be notified to the Officers of the Port Health Authority, who would then visit the vessel as early as possible. No refusals were reported.

76 vessels arrived and were boarded outside of normal working hours.

(3). **Notification to the Authority of Inward Vessels requiring special attention (wireless messages, land signal stations, information from Pilots, Customs Officers, etc.)**

The provision of the Port Sanitary Regulations of 1933 relating to wireless messages apply to the Port of Sunderland:—

The Master of any foreign-going ship fitted with wireless transmitting apparatus, on approaching the Port of Sunderland from a foreign port, is accordingly required to send a wireless message to the Health Authority if any person on board has symptoms which may be indicative of infectious disease other than tuberculosis, or if there are any circumstances requiring the attention of the Port Medical Officer.

The Sunderland Port Health Authority have adopted "PORTELTH" as their telegraphic address.

Ships will be entitled to send to the Port Health Authority messages in the code laid down in the 1931 International Code of Signals.

The Radio Signals with which the Port Health Authority are concerned are given in Volume II.

If agents desire that the required messages should be sent through them, the Port Medical Officer of Health should be satisfied that arrangements can be made for prompt transmission of such messages to his office, his residence, or the residences of the Port Health Inspectors, as may be necessary, within the time limits prescribed by the Regulations.

List of Approved Agents.

Allan Black & Co. (Albyn Line Ltd.)	....	....	....	....	Midland Bank Chambers, Sunderland.
Common Bros., Ltd. (Home Line Ltd.)	....	....	....	....	10 Park Terrace, Sunderland.
France, Fenwick, Tyne and Wear Co., Ltd.	....	....	....	....	21 Bridge Street, Sunderland.
Irving, T. G. (Vice-Consulate for Norway)	....	....	....	....	Central Buildings, West Sunnyside, Sunderland.
Jopling, Wm. & Co.	....	....	....	....	10 Park Terrace, Sunderland.
Laing, I. W.	....	....	....	....	34 West Sunnyside, Sunderland.
Marshall, J. F., & Son (Netherlands Consulate)	....	....	....	....	48 West Sunnyside, Sunderland.
Marshall, S. & Co.	....	....	....	....	22 John Street, Sunderland.
Rose, Thomas & Co.	....	....	....	....	38 West Sunnyside, Sunderland.
Trapp & Co.	....	....	....	....	29 West Sunnyside, Sunderland.
Welch, C. J. & Co.	....	....	....	....	34 West Sunnyside, Sunderland.
Wilkinson, Cuthbert, & Co., Ltd.	....	....	....	....	39 West Sunnyside, Sunderland.
Wright, S. C. & Co. (Vice-Consulate for Sweden, Vice-Consulate for Finland)	....	....	....	....	29 West Sunnyside, Sunderland.

(4). Mooring Stations designated under Article 10 : (a) within the docks, (b) outside the docks.

In every district one or more mooring stations within the docks shall be established by the Port Health Authority with the concurrence of the Customs Officer and the Harbour Master, in such a situation as to enable a ship to be moored without coming into contact with other ships or with the shore.

The mooring stations established by this Authority with the concurrence of the Collector of Customs and the Dock and Harbour Master, are : (a) for dock-bound vessels, the South tier buoys, East side, South Dock ; (b) for river-bound vessels, the Low tier buoys in the river.

(5). Particulars of any standing exemptions from the provisions of Article 14.

Where a ship (whether a foreign-going ship or not) arrives in a district from a foreign port, and it appears to the Customs Officer, from answers to questions in a Declaration of Health or from answers to enquiries made by him, or otherwise—

- (a) that during the voyage (or where the voyage has lasted more than six weeks, during the last six weeks) there has been on the ship a death from illness suspected to be of an infectious nature or a case of such illness ; or
- (b) that the ship has called at a port or seaboard included in the list referred to in Article II ; or
- (c) that during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) plague has occurred or been suspected amongst rats or mice on the ship, or sickness or death not attributable to poison or other measures for destruction has occurred amongst the rats or mice on the ship ;

he shall direct that the ship shall be taken to and detained at a mooring station unless the Medical Officer or other Officer of the Health Authority otherwise allows.

Arrangements have been made with the Collector of Customs for standing exemption from detention, under Article 14, in the following instances :—

- (a) Vessels arriving with minor infectious disease.
- (b) Vessels arriving from infected ports with clean Declaration of Health.
- (c) Vessels from infected ports with minor infectious disease on board.

Vessels under the above-mentioned headings are allowed to proceed to their normal place of mooring, loading or discharge under a modified form of pratique, the Port Medical Officer of Health notified of their arrival, and Article 16 put into operation.

(6). Experience of working Article 16.

Where a ship arrives in a district from a foreign port, no person other than a Pilot, a Customs Officer, an Immigration Officer or a person acting in the execution of the regulations shall, without the permission of the Medical Officer, or other authorised Officer of the Health Authority, board or leave the ship until it is free from control under these regulations, and the Master shall take all steps necessary to secure compliance with the provision. No infringements of Article 16, were brought to the notice of the Authority during 1948.

(7). What, if any, arrangements have been made for :—

- (a). Premises and waiting rooms for medical examination.

At the new premises for the Port Health Authority, situate at the Corporation Quay, a waiting room for the medical examination of seamen has been incorporated.

- (b). Cleansing and disinfection of ships, persons and clothing and other articles.

Disinfection of ships for the purpose of preventing the spread of infectious disease is carried out by the inspectorial staff. Persons, bedding, clothing and other articles are removed to the Borough Infectious Diseases Hospital for cleansing and disinfection where ample facilities exist. Where necessary, bathing arrangements could be carried out at the above-mentioned premises.

- (c). Premises for temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.

Temporary accommodation of persons under the above-named heading is available at the Borough Infectious Diseases Hospital.

- (d). Hospital accommodation available for plague, cholera, yellow fever, smallpox and other infectious diseases.

The accommodation available for plague, cholera, yellow fever, and other infectious diseases, with the exception of smallpox, is at the Borough Infectious Diseases Hospital. If there is a case of smallpox, contact will be made with the Medical Officers of the Regional Hospital Board, Newcastle-upon-Tyne, as regards disposal.

- (e). **Ambulance Transport.**

Motor ambulances are available at any time during the day or night for the purpose of removing infectious cases to hospital.

- (f). **Supervision of Contacts.**

Contacts are medically examined and kept under observation on board, and if allowed to leave the vessel are supplied with pre-paid reply postcards (P.S.3) for the purpose of notifying any change of address within 14 days of disembarkation. The names and destinations given by persons allowed to leave under Article 16 are forwarded to the Medical Officer of Health of such districts.

- (8 & 9). **Arrangements for the bacteriological or pathological examinations of rats for plague or for other bacteriological or pathological examinations.**

These examinations are carried out by the Public Health Laboratory Service, Public Health Laboratory, Government Buildings, Ponteland Road, Newcastle-upon-Tyne, 5.

- 10). **Arrangements for the diagnosis and treatment of Venereal Disease among sailors under (International arrangements.**

The Corporation Clinic for the diagnosis and treatment of venereal disease for the Ports of Sunderland and Seaham Harbour is at the Royal Infirmary, Sunderland. Enquiries are made as to the existence of venereal disease on vessels, the facilities for treatment are pointed out and printed cards, conveying information on the dangers of venereal diseases, together with the times of clinics, are distributed freely among seamen. Posters and handbills are also displayed at suitable positions in the Port area.

The number of seamen treated at the V.D. Clinic continues to increase, and the perusal of the follow up cards carried by these men, show that the majority are attending conscientiously at various ports of call for treatment and for surveillance.

- (11). **Arrangements for the Interment of Dead.**

Dead bodies brought into the Port by ship are examined on board by the Port Medical Officer of Health, and then ordered to be removed to the mortuary at the General Hospital, to await the necessary inquest. If cause of death is of a non-infectious nature, the onus of arranging for interment is upon the Master or Agent.

- (12). **Other matters, if any, requiring or receiving attention.**

None.

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	No. of cases during 1948.		No. of Vessels concerned.	Average for past 5 years.
	Passengers.	Crew.		
Chicken Pox	—	—	—	—
Continued Fever	—	—	—	—
Diphtheria	—	—	—	.6
Dysentery	—	—	—	—
Erysipelas	—	1	1	.2
Malaria	—	1	1	1.2
Measles	—	—	—	.2
Mumps	—	—	—	—
Pneumonia	—	—	—	—
Relapsing Fever	—	—	—	—
Scarlet Fever	—	—	—	.4
Smallpox	—	—	—	—
Tuberculosis	—	2	2	.6
Typhoid Fever	—	—	—	—
Typhus Fever	—	—	—	—
TOTALS	Nil	4	4	3.2

Erysipelas.

“MAURITA,” S/S. from Mantyluoto.
Arrived 4th December, 1948.

Master declared “All Well ” on board. On 7th December, 1948, while the vessel was being re-visited, a Private Practitioner boarded the vessel in order to attend to Cook, Eric A. Bachstrom, age 38 years, who was suffering from Erysipelas. The vessel sailed for Immingham 9/12/48, and the Port Medical Officer of Health, Immingham, was notified by telegram of the above case, also of one passenger aboard suffering from a sore throat.

Recurring Malaria.

“EMPIRE ISLANDER,” S/S. from London.
Arrived 18th November, 1948.

Master reported to a member of staff that A.B. Eric Keevie, age 34 years, was in a fevered condition. Vessel was boarded by Deputy Port Medical Officer of Health, who after examination diagnosed the case as one of Recurring Malaria. The patient was removed by means of the River Wear Police launch and ambulance to the General Hospital.

Tuberculosis.

“TRITON,” S/S. from Arzew-Oran.
Arrived 14th June, 1948.

Boarded on arrival by Deputy Port Medical Officer of Health.

Master reported sickness of A.B. Arter Anderson, age 26 years.

Patient was examined and later removed to General Hospital for X-ray. Case later diagnosed as Tuberculosis of one lung, and seamen was allowed to return to vessel and treated as an out-patient.

“BYFJORD,” S/S. from Tripoli-Oran.
Arrived 19th November, 1948.

Boarded on arrival by Deputy Port Medical Officer of Health.

No intimation was received from Master that Mrs. Olaf Hanson, age 30 years, was ill. It was reported to this Authority by the Secretary of the General Hospital that Mrs. Hanson had accompanied her husband, who was Chief Officer of the vessel, to the General Hospital when he went to have an X-ray and examination as he was suspected to be suffering from Gastric Ulcer. Mrs. Hanson complained of pains in the chest, and arrangements were made by the Deputy Port Medical Officer of Health for her to attend the hospital for X-ray and examination. The case was later diagnosed as Chronic Tuberculosis of the lungs, and the patient, acting on medical advice, proceeded to London to enter a Norwegian Hospital.

Death.

“MISTLEY,” S/S. from Grangemouth.
Arrived 13th December, 1948.

A.B. John Macpherson, age 26 years, of 10 Love Lane, Peterhead, complained of pain in left leg on 12th December, and received medical attention at Grangemouth. Collapsed on board while vessel entering harbour, 4-0 p.m., 13th December, and received medical attention from Private Practitioner at 5-0 p.m. Was discovered dead in his bunk at 8-0 a.m., 14th December. Body removed to Mortuary, Royal Infirmary, Sunderland, for post mortem. Cause of death announced as Haemorrhagic Pneumonia.

TABLE D.
Cases of Infectious Sickness occurring on Vessels during the Voyage
but disposed of prior to arrival.

Disease.	No. of cases during 1948.		No. of Vessels concerned.	Average for past 5 years.
	Passengers.	Crew.		
Chicken Pox	—	—	—	.2
Continued Fever	—	—	—	—
Diphtheria	—	—	—	.4
Dysentery	—	—	—	.4
Erysipelas	—	—	—	—
Malaria	—	3	1	1.8
Measles	—	—	—	.2
Mumps	—	—	—	.2
Pneumonia	—	—	—	—
Relapsing Fever	—	—	—	—
Scarlet Fever	—	—	—	—
Smallpox	—	—	—	—
Tuberculosis	—	—	—	.2
Typhoid Fever	—	—	—	.2
Typhus Fever	—	—	—	—
TOTALS	Nil	3	1	3.6

Malaria

“ROSEDALE PARK,” S/S. from Beira-Durban-Capetown-London.
Arrived 4th October, 1948.

Master reported that one Fireman and two A.B.'s had been removed to Hospital at Durban, while suffering from Malaria.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1948	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks
Jan. 2	British Lord S/S.	3520	London.	Bandah Mash- eer-Grange- mouth.	57	Hardened Arteries left foot.	Deck Sarang, received medi- cal attention at Hospital. Vessel boarded on arrival by Port M.O.H.
Jan. 5	Korso S/S.	1635	Sweden.	Oxelosund.	27	Abscess right hand. Lumbago.	Fireman } Being treated on board. Fireman } Vessel boarded on arrival by Port M.O.H.
Jan. 5	Sea Minstrel S/S.	1695	Dover.	Almeria.	35	Abrasion, left foot.	Fireman, treated by Port M.O.H., who boarded ves- sel on arrival.
Jan. 9	Windsor Queen S/S.	560	London.	Portsmouth.	16	Gonorrhœa.	2 Deckhands, to attend V.D. Clinic.
Jan. 13	British Lord S/S.	3520	London.	Re-visit.	57	Pyorrhœa.	Fireman, to receive dental treatment.
Jan. 14	Torni S/S.	1209	Liverpool.	Bremen.	29	Suspected V.D.	A.B. attended V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
Jan. 14	British Glory M/V.	4159	London.	Abadan- Haifa- Copenhagen.	43/1P.	Dental Abscess. V.D. V.D. V.D.	Chief Engineer, to receive dental treatment. 2 A.B.'s 2 Greasers. A member of catering staff. To attend V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
Jan. 19	Collingbourne S/S.	1668	London.	London.	35	Tonsillitis.	A.B., received medical atten- tion, London.
Jan. 28	Hamilton Park S/S.	1657	Canada.	Melilla.	41/1P. and 1 stowa- way.	Inguinal Hernia. Injury to 2nd digit right hand. Whitlow. V.D. V.D. V.D.	Fireman } Removed to Hospital for medical attention. O.S. } C. Officer } 3 A.B.'s } Referred to V.D 2 O.S. } Clinic. Trimmer } Vessel boarded on arrival by Port M.O.H.
Jan. 31	Uto S/S.	841	Sweden.	Oxelosund.	19	Superficial injuries to right leg.	A.B., received medical atten- tion aboard, later re- moved to Hospital.
Feb. 4	British Swordfish M/V.	4735	London.	Freemantle- Abadan- Aalborg.	46/1P.	Inguinal Hernia. Neurasthenia.	Chief Steward, examined by Port M.O.H. Chief Steward, removed ot Hospital, Freemantle.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1948	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks
Feb. 4	British Swordfish M/V.	4735	London.	Freemantle- Abadad- Aalborg.	46/1P.	Suspected Concussion (fractured jaw) Appendicitis. Abscess right eye.	Fireman, removed to Hos- pital, Melbourne. Chief Cook, removed to Hos- pital, Abadan. O.S., removed to Hospital, Abadan. Vessel boarded on arrival by Port M.O.H.
Feb. 6	Progres M/V.	110	Holland.	London.	5	V.D.	A.B. referred to V.D. Clinic.
Feb. 9	Ella S/S.	1178	Sweden.	Arzew.	26	V.D. V.D.	A.B. } Referred to Member of } V.D. Catering staff. } Clinic. Vessel boarded on arrival by Port M.O.H.
Feb. 10	Ancylus M/V.	4782	London.	Curacao-Le Have-Rouen.	42	Hæmatoma, left thigh. Scabies. Bruised shoulders (accident). Rupture.	A.B., proceeded home for medical attention. 2nd Cook, proceeded home for medical attention. Chief Cook, examined by Port M.O.H. immediately on arrival.
Feb. 11	William Bursley	1023	London.	London.	30		A.B., removed to Royal Infirmary.
Feb. 16	Flamenco S/S.	1094	Panama.	Lisbon-Kir- caldy.	26	V.D. V.D. Paralysis.	3 A.B.'s | Referred to 2 Firemen. | V.D. Clinic Chief Officer, removed to Hospital, Lisbon.
Feb. 16	Empire Clansman S/S.	1074	Grange- mouth.	Bilbao.	26	Eczema.	Messroom Steward, exam- ined by Port M.O.H. on arrival.
Feb. 27	British Swordfish M/V.	4735	London.	Re-visit.	47	Appendicitis.	Member of Catering staff, removed to General Hos- pital.
Feb. 27	Lord Byron S/S.	2479	London.	Bona- Dartmouth.	37	V.D.	4 members of crew, referred to V.D. Clinic.
Mar. 7	Antonio K. S/S.	2917	Panama.	Melilla.	34	Abrasions of right leg.	A.B., treatment prescribed by Port M.O.H., who boarded vessel on arrival.
Mar. 8	Selene S/S.	772	Sweden.	Dublin.	20	V.D.	A.B., referred to V.D. Clinic.
Mar. 10	Ringen S/S.	1279	Norway.	Lisbon-Arzew- Oran.	24	Gonorrhœa.	Fireman, referred to V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
Mar. 10	Riley M/V.	3060	Newcastle.	Sydney- Mauritius- Liverpool.	35	Dementia.	A.B., removed to Hospital, Malta.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1948	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks
Mar. 29	Pachumba S/S.	4992	London.	Mormugao- Karachi- London- Antwerp.	86	Rheumatism. Dermatitis.	Greaser, treated aboard. A.B., received medical atten- tion at London. Vessel boarded on arrival by Port M.O.H.
Mar. 30	Adaptity M/V.	498	London.	Yarmouth- Tyne.	12	V.D.	O.S., referred to V.D. Clinic.
April 3	Bifrost S/S.	1011	Sweden.	Dieppe.	22	Rheumatism. Nephritis.	2nd Engineer, treatment pre- scribed by Port M.O.H. O.S., removed to Hospital, Dieppe. Vessel boarded by Port M.O.H. on arrival.
April 9	Kentbrook S/S.	606	London.	Southampton.	16	Strained lum- bar muscles (accident).	A.B., treated aboard.
April 13	Ivar S/S.	1311	Denmark	Danzig-Ghent	26	Sore throat.	Chief Officer, received medi- cal attention from General Practitioner.
April 19	Ella S/S.	1178	Sweden.	Oxelosund.	26	Fracture of Olecronon.	O.S., removed to General Hospital for X-ray. Vessel boarded on arrival by Port M.O.H.
April 22	Vignes S/S.	1043	Norway.	Josingfjord- Immingham.	22	Strepto- coccal throat.	A.B., attended by General Practitioner, removed to H.I.D. Hospital for ob- servation.
May 4	Ringen S/S.	683	Norway.	Sfax-Sousse.	24	Headache.	A.B., required optical atten- tion. Vessel boarded on arrival by Port M.O.H.
May 11	Runmaro S/S.	1685	Sweden.	Oxelosund- Tees.	27	V.D.	4 members of crew, referred to V.D. Clinic.
May 13	Lesto S/S.	1093	Newcastle.	Faroës.	26	Constipation. Injury to left foot.	Donkeyman, treated aboard. Fireman, proceeded home for treatment.
May 18	British Chemist S/S.	4129	London.	Haifa-Abadan -Sheerness.	59	Lumbago.	Quartermaster, received treatment aboard.
May 24	Herno S/S.	1112	Sweden.	Sundsväl- Husum- London.	22/1P.	Syphilis. V.D.	A.B., landed at Abadan. Member of Catering Staff, referred to V.D. Clinic.
May 25	Hakefjord S/S.	594	Sweden.	Helsinki- Hamburg.	16	Appendicitis.	Deck boy, removed to Hos- pital, Talleborg.
May 26	Benjamin Tay S/S.	1026	London.	Sfax-Hull- Tees.	30	Gastritis. Injury to elbow.	Fireman } To receive Donkeyman } medical } attention.
June 1	Albistan S/S.	3262	London.	Sea Trials.	57	Rheumatism. (muscular).	Quartermaster, treatment prescribed by Port M.O.H.
June 11	Kattegatt S/S.	1319	Sweden.	Chatham N.B.	23	Pain in chest.	A.B., received medical attention.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1948	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks
June 14	Triton S/S.	1089	Sweden.	Arzew-Oran.	24	Soft Chancre. V.D. Tuberculosis. Fracture of left wrist. Muscular Atrophy of right foot.	O.S. } Referred to V.D. A.B. } Clinic. A.B. } Removed to Trimmer } General Hospital for X-ray. 2nd Officer, treatment pre- scribed by Dept. Port M.O.H., who boarded vessel on arrival.
June 14	Axel-Carl S/S.	1293	Denmark	Oulu- Rochester.	26/7P.	Cerebral Hæmorrhage.	Chief Engineer, removed to General Hospital.
June 16	Triton S/S.	1089	Sweden.	Re-visit.	24	Pain in chest.	O.S. } Removed to 2nd Officer } Hospital for 3 A.B.'s } X-ray as a 4 O.S. } precaution- Fireman } ary measure.
June 19	Runswick S/S.	2361	Whitby.	La Romana- Boca-Chica- London.	38	Gastric Ulcer.	A.B., proceeded home for treatment.
June 20	Cliona M/V.	4948	London.	Fahaheel- Suez- Rouen.	49/3P.	Suspected Beri-Beri, or Raynauds' Disease.	A.B., removed to General Hospital for examination and treatment. Later diag- nosed Vitamin deficiency.
June 21	Highland S/S.	935	Leith.	Cagliari- London.	33	Neuritis.	O.S., received medical at- tention.
June 24	Parita Sun S/S.	3457	Panama.	Gdynia- Genoa- Melilla.	31	Syphilis. Rheumatism.	A.B., referred to V.D. Clinic. A.B., paid off at Genoa. Proceeded home to Greece. Vessel boarded on arrival by Dept. Port M.O.H.
July 1	Harberton S/S.	2727	London.	Nicolaieff- Novorossisk.	40	Cardiac trouble. Burns, left foot. V.D.	2nd Engineer, removed to Hospital, Genoa. Fireman, treated aboard.
						Gastritis. Abdominal pains.	Fireman, referred to V.D. Clinic. O.S. } Treated Fireman } aboard.
July 5	Parita 2 S/S.	1221	Panama.	Antwerp.	26/2P.	Gonorrhœa.	Vessel boarded on arrival by Dept. Port M.O.H. A.B., referred to V.D. Clinic.
July 8	Dromus M/V.	4759	London.	San-Pedro- Panama- Curacao- Manchester.	51/2P.	Rash on lower limbs. do. do.	A.B., treated aboard 9/7/48. A.B., treated aboard 22/7/48. Deck boy, treated aboard 23/7/48.
						Pluerisy. Cough. Cough.	Casab, removed to General Hospital. A.B. } Treated Fireman } aboard.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1948	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks
July 10	Breiderblik S/S.	1030	Norway.	Tarragona- Arzew.	21	Cardiac Neurosis.	Fireman, treatment pre- scribed by Dept. Port M.O.H., who boarded ves- sel on arrival.
July 12	Deed S/S.	4638	London.	Rosario- Buenos Aires- Antwerp.	34/2P.	Displacement of Tarsal bones, left foot. Appendicitis.	A.B., referred to Federation Doctor. Fireman, removed to Hos- pital, Buenos Aires.
July 18	Loradore S/S.	3007	London.	Ceuta- Melilla.	37	Food Poisoning (suspected). General Debility.	Donkeyman, removed to Royal Infirmary 15/7/48, Port M.O.H. notified. Cook, received medical at- tention.
July 19	Freeman Hatch S/S.	995	London.	Mollersvik.	32	Swollen ankle left foot. Eczema of both ankles V.D.	Chief Engineer 2nd Engineer } Referred to General Hospital. Fireman, referred to V.D. Clinic. Vessel boarded on arrival by Port M.O.H.
July 20	Bjorko S/S.	1335	Sweden.	Lulea- Grimsby.	25	Gastritis.	Master, received medical at- tention.
July 23	Jacob Maersk S/S.	1348	Denmark	Gdynia- Rouen.	23	V.D.	Fireman, referred to V.D. Clinic.
Aug. 9	Benjamin Tay S/S.	1026	London.	Kiel- Uddevalla- Kotka.	30	Gonorrhœa. Jaundice.	2 members of crew, referred to V.D. Clinic. Fireman, proceeded home from Uddevalla for treat- ment.
Aug. 13	Noemi S/S.	2367	London.	Melilla.	36	Acute Gastritis. Syphilis. Sore throat. Ear trouble. Tropical Ringworm. Septic finger and Bronchitis.	Donkeyman, attended a- board by General Prac- titioner and removed to General Hospital. S.O.S., referred to V.D. Clinic. Fireman } Received medi- cal attention aboard. A.B. } Asst. Steward, referred to Federation Doctor. Deck-hand, received medical attention aboard.
Aug. 20	Inga M/V. Fish	21	Sweden.	Göteborg via Fishing Grounds.	6		

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1948	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks
Aug. 29	Baltanglia S/S.	930	London.	Helsinki-Abo.	35	Gum Abscess. Pharyngitis.	Fireman } Referred for O.S. } Dental treatment. Vessel boarded on arrival by Port M.O.H.
Aug. 29	Master Nicolas S/S.....	449	London.	Emden.	17/1P.	Chronic Appendicitis. Septic Scabies.	Chief Steward, proceeded home for treatment. 2nd Officer, treatment pre- scribed by Port M.O.H., who boarded vessel on arrival.
Aug. 31	Alf S/S.	1350	Denmark	Rouen.	23	Gonorrhœa.	A.B., referred to V.D. Clinic.
Sept. 2	Skarpo S/S.	1972	Sweden.	Stockholm- Oxelosund.	27/2P.	V.D.	A.B., referred to V.D. Clinic. Boarded on arrival by Port M.O.H.
Sept. 11	Noeldale S/S.	1073	London.	Hamina- Grange- mouth.	27 *	Gonorrhœa.	Member of crew, referred to V.D. Clinic.
Sept. 13	St. Bartholomew S/T.	263	Hull.	Hull.	26	Hæmatemesis.	App. Cook, treatment pre- scribed by Dept. Port M.O.H., who boarded ves- sel on arrival.
Sept. 17	Blink S/S.	890	Norway.	Himango- Yxpila.	19	Gonorrhœa. Bronchitis.	O.S., referred to V.D. Clinic. Cook, attended by General Practitioner aboard.
Sept. 17	Skottland S/S.	1779	Norway.	Hornillo-Tees	27	Diarrhœa.	Master } Received medical attention aboard from General Practitioner.
						Otitis-Externa Dyspepsia.	Fireman 3rd Officer }
Oct. 2	Siak S/S.	641	Norway.	Pasajes- Nemours.	17	Septic Ulcer, right leg.	A.B., received medical atten- tion aboard. Boarded on arrival by Port M.O.H.
Oct. 4	Rosedale Park S/S.	4296	London.	Beira-Durban- Capetown- London.	49	Malaria. Malaria. Malaria.	Fireman } Removed to A.B. } Hospital, A.B. } Durban.
Oct. 6	Noemi S/S.	2367	London.	Malaga- Hornillo.	36	Syphilis. and broken Rib. Syphilis. Gonorrhœa. Gonorrhœa. Gonorrhœa.	A.B., received medical at- tention, Hornillo.
Oct. 7	Bengazi M/V.	1125	Norway.	Alexandria- Sfax-Sousse -Algiers.	20	Sore Throat.	Fireman } A.B. } All referred to A.B. } V.D. Clinic. Fireman }
							Greaser, received medical at- tention at Sousse. Vessel boarded on arrival by Port M.O.H.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1948	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks
Oct. 15	Rogate S/S.	1569	London.	London.	23	Epistaxis.	2nd Engineer, removed by ambulance to home address.
Oct. 15	Wanda S/S.	1028	Finland.	Mantyluoto-Toppila-Grimsby.	20/1P.	Septicæmia, left arm. Strained leg muscle.	Fireman } Received medical attention aboard. 2nd Officer }
Oct. 18	British Lord S/S.	3520	London.	Alexandria-Abadan-Suez-Saltend.	72	Dermatitis.	Fireman, removed to Hospital for examination.
Oct. 19	Sodality M/V.	401	London.	London.	12	Constipation.	Deck-boy, attended aboard by General Practitioner.
Oct. 25	Araton S/S.	1825	Sweden.	Oxelosund-Tees.	28/1P.	V.D.	A.B., referred to V.D. Clinic.
Oct. 27	Copernicus S/S.	1073	Panama.	Djidjelli-Oran-Grange-mouth.	26	Indigestion (Acute).	Wireless Operator, received medical attention.
Oct. 28	Fri M/V.	144	Denmark	Lubeck-Boness.	12	Gonorrhœa.	A.B., referred to V.D. Clinic.
Oct. 30	Moses Gay S/S.	1017	London.	Toppila-Kiel.	32	Pyhorrhœa.	A.B., received Dental treatment.
Nov. 4	Sports S/S.	2006	London.	Alicante-Casablanca-Leith.	35	Septicæmia, right hand.	O.S., received medical attention aboard.
Nov. 9	Fred Christiansen S/S.	2548	Norway	Archangel-Alexandria-Morphuo Bay-Dunkirk.	4 stow-aways 31/3P.	Amputation, finger, right hand.	O.S., removed to Hospital for medical attention.
Nov. 12	Yewtree S/S.	419	Glasgow.	London.	12	Septicæmia, right arm.	Fireman, removed to Hospital for medical attention.
Nov. 15	Wilno S/S.	1121	Poland.	Ghent-Gdansk.	26	Gastric Influenza.	A.B., removed to Hospital, Gdansk, 28/10/48.
Nov. 18	Baron Cawdor S/S.	2132	Ardrossan	Ceuta-Melilla.	48/1P.	Abdominal pains (Diarrhœa).	Lascar Seaman, examined by Dept. Port M.O.H., who boarded vessel on arrival. Specimen of Faeces sent for Pathological examination. All results negative.
Nov. 18	Empire Islander S/S.	1073	Grange-mouth.	London.	29	Malaria (Recurring)	A.B., examined by Dept. Port M.O.H., removed to General Hospital.
Nov. 18	Monkleigh S/S.	3102	London.	Sorel-London	38	Fractured Skull.	S.O.S., examined by Dept. Port M.O.H. immediately on arrival. Removed to General Hospital.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1948	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks
Nov. 19	Byfjord S/S.	1109	Norway.	Tripoli-Oran.	27/1P.	Injury, Lum- bar and Occipital regions. Bruised Sacral regions and Varicose Veins. Gastritis.	Fireman, removed to Gen. Hospital for X-ray. 2nd Engineer, examined by Dept. Port M.O.H. Chief Officer, removed to General Hospital for ex- amination, 23/11/48' O.S., referred to V.D. Clinic. Passenger, removed to Gen. Hospital for X-ray, 23/11/48. Greaser, removed to General Hospital, 23/11/48. Vessel boarded on arrival by Dept. Port M.O.H.
Nov. 24	Britkon S/S.	2353	Hull.	Bilbao.	40	V.D. & Sepsis right ankle. V.D. V.D. V.D. V.D. Diarrhoea and Fever.	O.S., treatment prescribed by Port M.O.H. S.O.S. } O.S. } Referred to A.B. } V.D. Clinic. 4 Firemen } Bosun, treatment prescribed by Port M.O.H. Vessel boarded immediately on arrival.
Dec. 4	Basis S/S.	1660	Norway.	Rijeka- Hartlepool.	31/1P.	Enteritis.	Donkeyman, removed to General Hospital for ob- servation.
Dec. 4	Tarva S/S.	1292	Norway.	Rafso.	24	Burns, left wrist.	2nd Engineer, received med- ical attention aboard.
Dec. 8	Maurita S/S.	897	Norway.	Mantyluoto.	18/3P.	Erysipelas. Sore Throat.	Cook } } Attended } aboard by Passenger. } General } Practitioner.
Dec. 13	Baron Dunmore S/S.	2363	Ardrossan.	Huelva-Hull.	37	Old injury, right arm.	Fireman, proceeded home.
Dec. 13	Persian Coast S/S.	323	Newcastle.	London.	13	Lacerated Skull. Septicæmia.	A.B., removed to Hospital, London, 11/12/48. A.B., received medical at- tention London, proceeded home.
Dec. 14	Mistley S/S.	202	Leith.	Grangemouth.	11	Death (Hæmorrhagic Pneumonia.)	A.B., received medical at- tention from General Prac- titioner. Died aboard next day.

Details of Sickness or Casualty reported on arrival or as occurring during the Voyage.

Date. 1948	Name of Vessel	Reg. Tons	National- ity	Where from	No. of Persons on board	Sickness or Casualty.	Remarks
Dec. 20	Ability M/V.	461	London.	Cowes.	12	Strained stomach muscles.	O.S., received medical aboard. Proceeded to home address.
Dec. 20	Persian Coast S/S.	323	Newcastle.	Hamburg.	13	Chill.	2nd Engineer, received medi- cal attention aboard.
Dec. 30	Alresford S/S.	1477	London.	Huelva- Ipswich- King's Lynn	33/3P.	Tonsillitis.	A.B., received medical at- tention at King's Lynn.
						Fractured finger, right hand.	Donkeyman, received medi- cal attention at King's Lynn.

VENEREAL DISEASES.

Total No. of Seamen treated at V.D. Clinics, Royal Infirmary and P.H.A. Office,
during the year 1948.

British	Total	Foreign	Total
Syphilis	25	Syphilis	25
Soft Chancre	2	Soft Chancre	3
Syphilis and Gonorrhœa	4	Syphilis and Gonorrhœa.....	2
Gonorrhœa	48	Gonorrhœa	47
Not Venereal Disease	79	Not Venereal Disease	33
Total	158	Total	110

In the previous year (1947), the total numbers of Seamen treated were :—

British	129
Foreign	51

This demonstrates a very significant increase in the number of seamen requiring treatment for V.D. at the port.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

Number of parrots, etc., which came under the notice of the Officers during the year	3
Number of notices issued in respect of parrots, etc.	4
Number exported in respect of notices served	2
Number destroyed	None
Number admitted under Ministry of Health permits	None
Bodies of birds sent for investigation of Ministry of Health	None
Number transhipped on through bills	None

Four notices were served in respect of three Parrots, as the owner of one bird left the vessel and another member of the crew assumed ownership.

S/S. Kattegatt arrived from Chatham, N.B., with two Parrots on board.

The appropriate notices were served upon the owners of the birds and the vessel visited daily.

On the 12th June, the Chief Steward informed a member of the Port Health Authority Staff that one of the Parrots was missing.

The owner could not be found aboard, and when the vessel was re-visited later in the morning, the owner admitted that the Parrot was missed during the night, and that he believed it to have endeavoured to escape through the side scuttle and that it had fallen into the river.

H.M. Customs (Waterguard) were notified and also the County Borough Police.

The vessel sailed 18/6/48.

DANGEROUS DRUGS.

(S.R. and O., 1937, No. 560/13 (3)).

Date.	Name of Vessel.	Drugs required.	Action taken.
15/5/48.	S/S. "Andwi "....	.... 18 Tab. Morphine Sulphur Gr. $\frac{1}{4}$.	Application granted.
31/5/48.	M/V. "Braganca "	.... 4 ozs. Laudanum ; 12 Morphine Tablets, Gr. $\frac{1}{4}$; 1 Box of 6 Tubunic Omnopon.	Application granted.
7/6/48.	S/S. "Ternefjell "	.... 20 Tablets Morphine Hydrochlor, Gr. $\frac{1}{4}$; 3 ozs. Tinct. Opii ; 30 Sove-Tabletter (Tab. Sod. Phenobarb., Gr. 3) ; 10 Tablets Cocaine Hydrochlor Gr. 0.8 ; 18 \times 60 Tab. Sulphathiazole 0.5 Gm.	Application granted.
30/6/48.	S/S. "Anunciada "	.... 6 Morphine Tablets, Gr. $\frac{1}{4}$; 6 Ampoules Omnopon. ; 2 ozs. Tinct., Opii.	Application granted.
31/8/48.	S/S. "Otto Banck "	.... 100 Morfin Tabl., 0.01 g. ; 200 Opium Tabl., 0.03 g. ; Opium 6 g. ; Toothache Drops (cocaine, 2.5% cocaine 0.75 g.) Rosens paregoric 2% Opium, 10 g.	Application granted.
7/9/48.	S/S. "Makefjell "	.... 20 Tab. Morphine H.C.L., gr. $\frac{1}{4}$; 3 ozs. Tinct., Opii ; 30 Sove-Tabletter (Tab. Phenobarb., Sod., gr. 3) ; 10 Tablets Cocaine H.C.L., gr. 0.8 ; 1,000 Sulphathiazole Tablets 0.5 gm.	Application granted.
7/10/48.	M/V. "Arraiolos "	.... 1 oz. Cocaine Eye Drops ; 2 ozs. Laudanum ; 6 Morphine Tablets ; 1 Box Omnopon.	Application granted
3/12/48.	S/S. "Vinga "....	.... Distilled Water 3,000 gm. ; 100 Morfin tablets, 0.01 g. ; 200 Opium tablets, 0.03 g. ; Rec., grammes. Camphor, 15 ; Hydras Chloralis 15 ; Cocaine hydrochlorid, 0.75 ; Sign : Toothache Drops Poison.	Application granted.
11/12/48.	M/V. "Borba "	.... 2 \times 60's Sulphathiazole Tablets ; 1 oz. Cocaine Eye Drops ; 2 ozs. Laudanum ; 6 Morphine Tablets ; 1 Box Omnopon ; 1 Ielonet B/.	Application granted.

V. MEASURES AGAINST RODENTS.

713 Vessels have been searched for rats and/or their Deratisation Certificates examined during the past year, compared with 565 for the corresponding period of 1947. Rat destruction was carried out on board of 26 vessels as against 22 vessels in 1947, resulting in the destruction of 265 rats compared with 315 for the preceding year.

859 rats were destroyed, principally by trapping, at warehouses and wharves on the river and docks, compared with 886 for 1947, making a total of 1,125 for 1948 as compared with 1,201 for the previous year.

The destruction of 27 mice on shore premises is also to be recorded.

In addition, 2,419 poison baits, compared with 1,845 for the preceding year, were laid at various points where trapping was considered futile, the result of which cannot be properly estimated.

Five rats have been submitted for bacteriological examination during the past year.

The total number of visits paid to vessels was 1,613, and to shore premises 1,045 during 1948, for the purpose of rat destruction, as compared with 1,361 visits to vessels and 824 visits to shore premises during 1947.

(1). Steps taken for the detection of Rodent Plague.

(a). In ships in the port. On all vessels, whether in possession of a valid certificate or not, enquiries are made as to the prevalence and mortality of rats on board, and systematic inspection is carried out by the Authority's Rat Catcher on all vessels arriving directly or otherwise from infected ports; also on vessels engaged in carrying grain and general cargo. If there is the slightest evidence of rats on board, traps are set or poison baits laid.

Specimen rats recovered from these vessels are submitted for bacteriological examination. In addition, there is an understanding with the stevedores to report any dead rats found during discharge of cargo.

(b). Similar measures are adopted when dealing with quays, wharves, warehouses, etc., in the vicinity of the port.

(2). Measures taken to prevent the passage of rats between Ships and Shore.

All vessels from infected or suspected ports and all vessels carrying grain cargoes are required to place efficient rat guards on all mooring ropes. Where the supply of rat guards is insufficient, the mooring ropes are to be covered daily with fresh tar for a distance of three feet from the edge of the quay outwards.

Gangways used for the purpose of discharging cargo to be withdrawn when the vessel is not working.

(3). Methods of Deratisation.

(a). Ships.

1. Fumigation by Sulphur Dioxide gas which is generated by burning sulphur, 3 lbs. of sulphur to each 1,000 cubic feet of space, minimum time of exposure, 8 hours.

2. Hydrogen Cyanide which is generated by the vaporisation of liquid Hydrogen Cyanide; 2 ozs. per 1,000 cubic feet for cargo spaces and storerooms; 1 oz. per 1,000 cubic feet for living quarters and other places not used for stores or cargo. Minimum time of exposure, 2 hours.

3. Trapping and laying of poison baits.

(b). Premises in the vicinity of Docks or Quays.

Trapping and the laying of poison baits are the only methods used.

(4). Measures taken for the detection of rat prevalence in Ships and on Shore.

Enquiries are made on all vessels from members of the crew, stevedores and workmen, and where necessary a systematic search for excreta, nests, gnawings, runs or damage to cargo or stores is made by the Authority's Rat Catcher under the supervision of an Inspector.

Vessels discharging cargoes are visited daily for the purpose of ascertaining whether they are any dead rats, or if it is necessary to set traps. All premises in the port area are frequently and systematically searched for evidence of rat infestation by the Authority's Rat Catcher, and where rat infestation exists, trapping and poisoning is carried out. Large areas in the docks which were closed during the war years, are again used for the storage of timber; these areas are subject to a systematic inspection for rat prevalence, and where necessary, poison baits are laid.

(5). **Rat-proofing.**(a). **To what extent are Docks, Wharves, Warehouses, etc., ratproof ?**

The rat-proofing of docks and wharves still presents a difficult problem, the old wooden wharves and quays still offer considerable harbourage to rats. With regard to the stacking of timber and pit-props, the importers have been asked to raise the bases of the stacks, but this has been done only in a few instances.

The number of poison baits laid by the Authority's Rat Catcher at the timber yards totalled 433, of these 201 were definitely taken. The number of dead rats recovered from these premises as the result of trapping and poisoning, etc., totalled 54.

(b). **Action taken to extend rat-proofing.**

1. In ships. When vessels are examined for the purpose of issuing Deratisation and Deratisation Exemption Certificates any harbourages, runs, gnawings, defective bulkheads giving access to stores, etc., are brought to the notice of the Master or Owner and practical suggestions made for remedying same.

The infestation of the "Collier" type of vessel with rats, during 1948, has again shown a marked decrease. Fumigation was carried out on board of three of these vessels, and trapping and poisoning aboard of four, resulting in the destruction of 26 rats.

2. On shore. A good look-out is kept on all wharves and warehouses for defects and accumulations likely to cause harbourage for rats, and when found the matter is taken up with the owner or tenant and instructions given to remedy the defects and remove accumulations.

Rat-proofing at the principal warehouses on the docks and river has been maintained in a satisfactory condition.

Rats Destroyed during 1948.

TABLE E.

(1). On Vessels.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total for year
Black....	3	30	5	12	22	5	52	60	3	36	21	14	263
Brown	—	—	—	—	2	—	—	—	—	—	—	—	2
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	Nil
Examined	—	—	1	—	1	—	—	2	—	1	—	—	5
Infected with plague	—	—	—	—	—	—	—	—	—	—	—	—	Nil

TABLE F.

(2). In Docks, Quays, Wharves and Warehouses.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total for year
Black....	17	2	1	1	1	2	4	2	—	—	—	5	35
Brown	45	17	41	66	59	57	84	102	85	83	93	92	824
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	Nil
Examined	—	—	—	—	—	—	—	—	—	—	—	—	Nil
Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	Nil
Mice	2	—	3	4	—	—	8	5	—	—	—	5	27

TABLE G.

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from plague-infected Ports arriving in the Port during the year.

Total Number of such Vessels arriving	Number of such Vessels fumigated by SO ₂	Number of Rats killed	Number of such Vessels fumigated by H.C.N.	Number of Rats killed	Number of such Vessels on which trapping, poisoning, etc., were carried out	Number of Rats killed	Number of such Vessels on which measures of Rat destruction were not carried out
1	2	3	4	5	6	7	8
18	Nil	Nil	4	49	2	5	12

TABLE H.*

Deratisation Certificates and Deratisation "Exemption" Certificates issued during the year 1948.

Net Tonnage	No. of Ships	No. of Deratisation Certificates Issued					No. of Deratisa- tion Exemption Certifi- cates Issued	Total Certificates Issued
		After fumigation with			After trapping, poisoning, etc.	Total		
		H.C.N.	Sulphur	H.C.N. and Sulphur				
1	2	3	4	5	6	7	8	9
Ships up to 300 tons	12	Nil	Nil	Nil	Nil	Nil	12	12
„ from 301 to 1,000 tons	22	2	1	Nil	Nil	3	19	22
„ „ 1,001 to 3,000 tons	43	2	2	Nil	Nil	4	39	43
„ „ 3,001 to 10,000 tons	30	9	1	Nil	Nil	10	20	30
„ over 10,000 tons	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
TOTALS....	107	13	4	Nil	Nil	17	90	107

*Applicable only to those ports approved by the Ministry of Health for the issue of Deratisation Certificates and Deratisation "Exemption" Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926 (Form Port II). Included in the above number of Deratisation Certificates issued, is one in respect of a vessel fumigated with H.C.N., and two "Exemption Certificates issued in respect of vessels lying at Seaham Harbour.

INSPECTOR'S MONTHLY REPORT.

Date of Report 1948	Description of Ships			Nationality		Trade Engaged in		Total Ships Exmd.	Sanitary Condition		Written Notice	Verbal Notices	Total Written & Verbal Notices
	Steam	Motor	Sail	British	Foreign	Coast	Foreign		Good	Bad	Served		
28th Jan.	92	30	Nil	115	7	110	12	122	109	13	1	12	13
20th Feb.	114	35	Nil	133	15	125	23	149	138	11	1	10	11
19th March	103	34	Nil	118	14	115	17	137	127	10	Nil	10	10
23rd April	133	48	Nil	144	25	136	33	181	176	5	Nil	5	5
21st May	128	47	Nil	133	25	87	47	175	168	7	Nil	7	7
25th June	187	49	Nil	188	32	111	48	236	225	11	1	10	11
23rd July	124	38	Nil	131	25	85	39	162	156	6	2	4	6
20th Aug.	134	40	Nil	139	28	80	42	174	168	6	1	5	6
24th Sept.	203	35	Nil	215	23	138	34	238	231	7	Nil	7	7
22nd Oct.	135	26	Nil	139	22	92	32	161	150	11	Nil	11	11
19th Nov.	104	34	Nil	121	17	109	29	138	129	9	Nil	9	9
17th Dec.	93	27	Nil	98	22	93	27	120	111	9	Nil	9	9
31st Dec.	49	10	Nil	50	9	43	16	59	58	1	Nil	1	1
Totals in 1948	1,599	453	Nil	1,724	328	1,589	463	2,052	1,946	106	6	100	106
Totals in 1947	1,567	473	Nil	1,795	245	1,729	311	2,040	1,870	170	14	156	170

F. Denotes Fishing Vessels.

VI. HYGIENE OF CREW'S SPACES.

TABLE J.

Classification of Nuisances.

Nationality of Vessel	Number inspected during 1948	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
BRITISH	1,724	27	151	194
OTHER NATIONS.....	328	Nil	9	17

The above table is a classification of the nuisances and defects found to exist on board the 2,052 vessels inspected during the past year.

Of this number, 106 or 5.16%, were found to have one or more nuisances or sanitary defects, composed for the most part of dirty or verminous quarters, foul W.C.'s, bilges, peak and ballast tanks, defective port lights, defective stoves and fittings, leaky decks, defective W.C's., doors, etc.

With the exception of 11 vessels which left the port before the necessary work was completed or only partially completed, and 2 undergoing refit, all the nuisances and defects were remedied. On the 2,052 vessels inspected there were 33,270 men living, being an average of 16.2 men per vessel.

Hygiene of Crew's Spaces

On examination the condition of crews' accommodation on British vessels at a British Port continue to compare unfavourably with those of Foreign vessels at the same Port. This will remain until the same facilities on board are made for British vessels as obtained on Foreign vessels—namely, a separate member of the crew appointed to look after the men's accommodation in a similar manner to the Steward looking after the officers' accommodation. This matter has been submitted by the Council to the Association of Sea and Air Port Health Authorities of the British Isles—and by them to the various unlimited Associations. The conclusion of this problem is awaited with interest. Our difficulty at Sunderland is that it is a repairing Port, and workpeople boarding ships immediately on arrival aggravate the nuisance:—in addition a large percentage of vessels are Coastwise, when the time factor prevents adequate cleansing.

Nuisance on Roker Beach

On the 21st July, 1948, a complaint was received with reference to the accumulation of seaweed, on the sand and Lower Promenade of the Roker Beach.

Upon inspection, the seaweed was found to be decomposing, and there were also present large numbers of flies

Mr. Jackson, Seaside Development and Entertainments Manager, was contacted, and he undertook to have the offensive weed removed as soon as possible.

Nuisances and Defects dealt with.

Nature of Nuisances or Defects	No. of Vessels concerned
Accommodation, additional	1
Accommodation, to cleanse and paint	43
Accommodation, to reconstruct	3
Accommodation, Verminous	35
Accumulation of refuse on deck	11
Bakery, Verminous	1
Ballast Tanks, to cleanse	12
Ballast Tanks, to repair	1
Bathroom, additional required	2
Bathroom, to paint, or cleanse	5
Bathroom, waste pipe choked....	1
Bedding, Dirty	30
Bilges, to cleanse	9
Black-out Paint, to remove from portlights, skylights, or deck prisms	9
Bogies and funnels, to renew or repair	3
Bunks, to cleanse	2
Bunk Curtains, to cleanse	1
Bunks, remove from ship's side—to inboard	1
Central heating stoves, to repair, or renew....	3
Central heating stove pipe, to repair, or renew	1
Clothes Lockers, to cleanse	9
Condensation, in accommodation	2
Cooking Utensils, to provide	1
Cooler, to cleanse	1
Deadlights, to renew, or repair	1
Deckhead, of accommodation, to renew, or repair	15
Deck, of accommodation, to renew, or repair	2
Deck prisms, to repair, or renew	5
Doors to accommodation, to repair, or locks to provide, or repair	4
Drainage Board, stainless steel, to provide	2
Drawers, to cleanse	3
Food Lockers, to cleanse	11
Food Lockers, doors to repair	1
Food Lockers, inadequate	1
Food Lockers, to remove Wooden Type and replace with Metal Type	1
Foul Water, in bathroom	2
Foul Water, in messroom	3
Fresh Water Pump, leaking into crew's quarters	2
Fresh Water Pump, to renew, or repair	1
Fresh Water Supply, to crew's bathroom, to provide	4
Fresh Water Supply, to provide to Officers' washbasins	4
Fresh Water Supply Pipe, choked, to repair, or renew	1
Fresh Water Tanks, additional, to provide....	3
Fresh Water Tanks, to cleanse	35
Fresh Water Tanks, to renew....	1
Fresh Water Tanks, to repair	1
Galley, to cleanse, or repaint	4
Galley, deck to repair, or renew	4

Nature of Nuisances or Defects	No. of Vessels concerned
Galley Skylights, to repair, or renew	7
Galley, slop sink to provide	1
Galley Stoves, to renew, or repair	16
Galley, Verminous	18
Gunner's Accommodation, to be dispensed with	1
Hawse Pipe, to repair, or renew	1
Heating, insufficient, or lack of	2
Hospital, Verminous	1
Hospital, washbasin to provide	1
Icebox to repair	1
Insulation on deckhead and shell plating, to renew	1
Leakage of water and oil from steering flat into crew's accommodation	1
Messrooms, to cleanse	23
Messroom, deck to repair	1
Messrooms, Verminous	37
Pantry, additional	1
Pantry, to cleanse	1
Pantry, Verminous	14
Pantry Waste Pipe, choked, to clear	1
Portlights, repair, re-rubber, or renew glass	47
Portlights, screws, to free	2
Prophylactic Measures (Anti-Malarial)	4
Provision Room, to cleanse, or repaint	6
Provision Room, Condensation	1
Provision Room, repair ladder, provide shute	3
Provision Room, Verminous	3
Refrigerator, to cleanse....	2
Refrigerator, to repair	3
Sanitary Tank, additional, to provide	1
Sanitary Tank, to repair, or renew	3
Scupper, to renew, repair, or cleanse	3
Shell Plating, to renew, or repair, in accommodation	2
Ship's Stores, in accommodation, to remove	3
Ship's Stores, in drying room, to remove	1
Skylights, in messroom, to repair	1
Slop Sink, to provide, in crew's messroom	2
Slop Sink, to provide, in pantry	3
Soil Pipe, from vessel, discharging on to quay	4
Spring Taps, in washrooms, to repair, or renew	1
Steam Heaters, to provide, in accommodation	1
Steam Heaters, to repair, or renew	6
Steam Press, leaking valve to repair	1
Stove in Saloon, to repair	1
Tank Wells, to cleanse	6
Utensil Rack, to provide in galley	1
Vegetable Board, to provide, in galley	1
Ventilation, to accommodation, insufficient	3
Ventilators, to accommodation, to repair, or renew	7
Ventilating System (mechanical), to overhaul	1
Washbasins, additional, to provide	2

Nature of Nuisances or Defects	No. of Vessels concerned
Washbasins, renew, cleanse, or provide	3
Washrooms, to cleanse, or repaint	35
Washroom Skylight, to renew, or repair	1
Waste Pipes, leaking into accommodation, to repair, or renew....	2
Waste Pipes, to provide, to existing washbasins	2
W.C's., accumulation of foul water	1
W.C. Basin, to renew	8
W.C. Cistern, to repair, or renew	1
W.C's., to cleanse, or repaint	3
W.C. Doors, to repair, or renew	2
W.C. Flush Pipes, to repair, or renew	9
W.C. Seats, to repair, or renew	7
W.C. Soil Pipe, choked, to clear	14
W.C. Skylight, to repair, or renew	1
W.C. Valves, to repair, or renew	2
W.C. Water Supply, insufficient	1

The number of vessels constructed in the port during the year has been maintained at a high level, and it is pleasing to record that the majority of these ships are of a high-class shelter deck type of cargo vessel with a carrying capacity of 3,000 to 10,000 tons. The crew's quarters are situated in the after end of the shelter deck and are divided into two and in a small number of cases, three-berth cabins which are fitted with metal bedsteads (the uprights of same being sealed at each end, which makes them vermin-proof), and wardrobes for clean clothing. Other provisions are separate messrooms fitted with adequate food lockers, washrooms containing showers and lavatory basins with efficient drainage, and in a number of cases a hot and cold water service, lockers for dirty clothing are constructed in the alleyways. Earthenware W.C. basins with anti-V.D. seats and ample flushing arrangements are provided in steel houses on deck which are adequately lighted and ventilated.

The majority of these vessels were provided with central heating for both officers and men, and in many instances drying rooms were provided for the use of the crew.

In the smaller type of new vessel, principally engaged in the home trade, it is gratifying to note a considerable improvement.

Considering the amount of available space on this class of ship, it has still been possible to provide separate messrooms, washrooms, improved sanitary accommodation and living quarters which are so constructed as to keep down infestation.

Sanitary Accommodation at the Port

The amount of sanitary accommodation available at the port is sufficient for present-day needs, but, it must be confessed, some of this accommodation is old, and judged by modern standards far from being satisfactory. The Dock Labour Corporation held an enquiry on the 16/11/48, with reference to amenities provided for dock workers in the port, and the question of sanitary accommodation was reviewed by representatives of the Employers, the River Wear Commissioners, Stevedores, Dock Workers, and a representative of this Authority who was also invited to be present.

It was stated at this meeting that some of the urinals and water closets in use were insanitary in that their construction did not allow for adequate flushing and cleansing.

Two of the urinals referred to are fitted with stone slabs which are limewashed periodically.

The stone has a fair amount of scale present, and the urine lodges in all of these crevices, with the result that during warm weather the smell of stale urine is obnoxious.

Some of the water closets in use are of the old trough type, and owing to insufficient flushing the same type of nuisance is present.

The facilities provided in the more modern conveniences have been subject to vandalism ; the culprits have been difficult to trace, and to end such vandalism it seems that only concerted action by all persons using these conveniences will have any effect.

That there is room for considerable improvement in the sanitary accommodation provided at the port is acknowledged, and I am pleased to observe that this matter is now discussed by both employers and employees, who are willing to negotiate and make suggestions suitable to all concerned for the provision and maintenance of adequate sanitary accommodation.

It is hoped that these suggestion will result in the speedy disappearance of the accommodation complained of, and the early provision of conveniences which we associate with modern environmental hygiene.

VII. FOOD INSPECTION.

The Public Health (Imported Foods) Regulations, 1937, and

The Public Health (Imported Milk) Regulations, 1926,

The Public Health (Preservatives, etc., in Food) Regulations, 1925, to 1940.

In accordance with the powers contained in these Regulations relating to the inspection of foods arriving from foreign and home ports, the provisions have been carried out in so far as they concern the Public Health (Imported Food) Regulations, 1937. With regard to the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1940, it has not been found necessary to take any action. Samples are regularly taken by the Examining Officer of Customs in compliance with the above-named Regulations.

54 vessels have arrived at the port which were visited for the purpose of inspecting consignments of foodstuffs :—

S/S. “ Holdernook ”—Potatoes.

On the 30th April, the above-named vessel arrived from Rotterdam, having on board a cargo of approximately 653 tons of Potatoes.

On the 20th May an officer of the Port Health Authority issued a Detention Notice upon the Agents in respect of approximately 330 tons of these potatoes, which were deposited in the Hendon Dock Warehouse, and advised that they be used for animal feeding purposes only.

Upon representations being made by the Area Officer of the Ministry of Food, the Port Medical Officer of Health inspected these potatoes on the 28th May, and released the remainder of the consignment as fit for human consumption.

Foodstuffs—Condemned and Seized.

28 lbs. of Tunisian Dates ex S/S. Constantinos H, from Sfax, were found to be unsound, unwholesome and unfit for human consumption.

They were seized and destroyed at the Public Incinerator.

Upon request from the Agents, various ship provisions were examined by Officers of the Port Health Authority during the year.

The Salvaged Goods Order, 1948, which came into force on the 1st October, has resulted in the following procedure being adopted ; ship provisions are inspected by the Ministry of Transport (Inspector of Ship Provisions) and those rejected are notified to this Authority, when Officers inspect the rejected provisions and decide which, apart from those dealt with under the Order by the Commodity Officers, are to be totally destroyed or utilized for animal feeding purposes.

Provisions to be totally destroyed are dealt with at the Public Incinerator, while those to be utilized for animal feeding purposes are placed under the control of the Cleansing Superintendent of the County Borough, who is responsible for their removal from the vessel and ultimate use in the Corporation Pig Feeding Scheme.

I am pleased to report that this procedure is working extremely well, and that it has afforded the opportunity for keeping a careful check upon the rejected ship provisions being landed in the port.

During the year two samples of foodstuffs were submitted for analysis to the Public Analyst for the County Borough of Sunderland.

Results of such analysis are given in the following table :—

Nature of Sample.	Analyst's Report.
19/11/48. No. 1 Sample, Marked Phoenix Dutch Pilsner Lager, No. 1/48, ex. S/S. Persian Coast.	Original gravity of wort 1036.9 Absolute alcohol by weight 3.24% Proof Spirit 7.10% Sulphur Dioxide 40 parts per million Arsenic None Poisonous Metals None I am of opinion that the same is a sample of genuine Lager Beer. The sample is free from Arsenic.
16/12/48. No. 2 Sample, Marked No. 2/48, Spanish Grapes, ex. S/S. Belgian Coast.	The sample of black grapes is free from preservative, arsenic and poisonous metals. I am of opinion that the same is a sample of genuine black grapes.

232 landings of fish were made at the Fish Quay during 1948.

59 of these landings were made by foreign owned vessels.

The total amount of fish landed was approximately 168,687 stones.

The Public Health (Shell Fish) Regulations, 1934.

The Regulations refer to the gathering and selling for human consumption of shell fish which may be infected.

There are no layings, private or public, within the jurisdiction of this Authority. Indiscriminate gathering of shell fish from quay walls, piers and rocks still continues, presumably for the purpose of bait. There is no control over the gatherers, and possibly some of the shell fish is consumed. When it is realised that the river contains the effluent of crude untreated sewerage, it must be obvious that such shell fish is polluted and dangerous for human consumption.

